

Issued in Hawthorne, California on September 23, 1996.
Herman C. Bliss,
*Manager, Airports Division, AWP-600,
Western-Pacific Region.*
[FR Doc. 96-25603 Filed 10-4-96; 8:45 am]
BILLING CODE 4910-13-M

Receipt of Noise Compatibility Program and Request for Review; Springfield-Beckley Municipal Airport; Springfield, OH

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces that it is reviewing a proposed noise compatibility program that was submitted for Springfield-Beckley Municipal Airport under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Public Law 96-193) (hereinafter referred to as "the Act") and 14 CFR Part 150 by the City of Springfield, Ohio. This program was submitted subsequent to a determination by the FAA that associated noise exposure maps submitted under 14 CFR Part 150 for Springfield-Beckley Municipal Airport were in compliance with applicable requirements effective August 11, 1995. The proposed noise compatibility program will be approved or disapproved on or before March 18, 1997.

EFFECTIVE DATE: The effective date of the start of the FAA's review of the noise compatibility program is September 19, 1996. The public comment period ends November 18, 1996.

FOR FURTHER INFORMATION CONTACT: Lawrence C. King, Airports Engineer, Federal Aviation Administration, Detroit Airports District Office, Willow Run Airport, East, 8820 Beck Road, Belleville, Michigan 48111. Comments on the proposed noise compatibility program should also be submitted to the above office.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA is reviewing a proposed noise compatibility program for Springfield-Beckley Municipal Airport which will be approved or disapproved on or before March 18, 1997. This notice also announces the availability of this program for public review and comment.

An airport operator who has submitted noise exposure maps that are found by the FAA to be in compliance with the requirements of Federal Aviation Regulations (FAR) Part 150,

promulgated pursuant to Title I of the Act, may submit a noise compatibility program for FAA approval which sets forth the measures the operator has taken or proposes for the reduction of existing noncompatible uses and for the prevention of the introduction of additional noncompatible uses.

The FAA has formally received the noise compatibility program for Springfield-Beckley Municipal Airport, effective on September 19, 1996. It was requested that the FAA review this material and that the noise mitigation measures, to be implemented jointly by the airport and surrounding communities, be approved as a noise compatibility program under section 104(b) of the Act. Preliminary review of the submitted material indicates that it conforms to the requirements for the submittal of noise compatibility programs, but that further review will be necessary prior to approval or disapproval of the program. The formal review period, limited by law to a maximum of 180 days, will be completed on or before March 18, 1997.

The FAA's detailed evaluation will be conducted under the provisions of 14 CFR Part 150, section 150.33. The primary considerations in the evaluation process are whether the proposed measures may reduce the level of aviation safety, create an undue burden on interstate or foreign commerce, or be reasonably consistent with obtaining the goal of reducing existing noncompatible land uses and preventing the introduction of additional noncompatible land uses.

Interested persons are invited to comment on the proposed program with specific reference to these factors. All comments, other than those properly addressed to local land use authorities, will be considered by the FAA to the extent practicable. Copies of the noise exposure maps, the FAA's evaluation of the maps, and the proposed noise compatibility program are available for examination at the following locations:

Federal Aviation Administration,
Detroit Airports District Office,
Willow Run Airport, East, 8820 Beck Road, Belleville, Michigan 48111
Mr. Matthew J. Kridler, Manager, City of Springfield, Springfield City Hall, 76 East High Street, Springfield, OH 45502

Questions may be directed to the individual named above under the heading, **FOR FURTHER INFORMATION CONTACT.**

Issued in Belleville, Michigan, on September 19, 1996.
Robert H. Allen,
Acting Manager, Detroit Airports District Office, FAA Great Lakes Region.
[FR Doc. 96-25605 Filed 10-4-96; 8:45 am]
BILLING CODE 4910-13-M

Federal Railroad Administration

Notice of Application for Approval of Discontinuance or Modification of a Railroad Signal System or Relief From the Requirements of Title 49 CFR Part 236

Pursuant to Title 49 CFR Part 235 and 49 U.S.C. App. 26, the following railroads have petitioned the Federal Railroad Administration (FRA) seeking approval for the discontinuance or modification of the signal system or relief from the requirements of Title 49 CFR Part 236 as detailed below.

Block Signal Application (BS-AP)-No. 3406

Applicant: Southern Pacific Lines, Mr., J.A. Turner, Engineer—Signals, Southern Pacific Building, One Market Plaza, San Francisco, California 94105.

The Southern Pacific Lines, St. Louis and Southwestern Railroad seek approval of the proposed discontinuance and removal of the automatic block signal (ABS) system, associated with the spring switch at milepost 431.5, rear Alden Bridge, Louisiana, Central Region, Midwest Division, Pine Bluff Subdivision, Shreveport Line; consisting of the discontinuance and removal of the two eastbound trailing point signals at milepost 431.5, discontinuance and removal of the two eastbound "D" signal at milepost 432.8, conversion of the westbound facing point signal to a switch point indicator, and retention of the "D" signal at milepost 429.3 as an advance switch point indicator.

The reason given for the proposed changes is that the ABS system around the spring switch is not required for train operations, and a switch point indicator will provide a better operation and be less confusing to train crews.

BS-AP-No. 3407

Applicants: Chicago, Central and Pacific Railroad, Mr. John D. McPherson, Senior Vice President—Operations, Illinois Central Railroad, 17641 Ashland Avenue, Homewood, Illinois 60430-1345.

The Chicago, Central and Pacific Railroad seeks approval of the proposed discontinuance and removal of the existing two aspect automatic train stop/automatic block signal system, on the